

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
September 6, 2006  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Darryl Crossman, Litchfield Park
Jan Dolan, Scottsdale, Vice Chair	Jim Huling for Christopher Brady, Mesa
# George Hoffman, Apache Junction	* Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	John Wendersky for Terry Ellis, Peoria
Jeanine Guy, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	John Kross, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Mark Pentz, Chandler	Indian Community
Mark Fooks for B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno, Fort	Amber Wakeman for Will Manley, Tempe
McDowell Yavapai Nation	* Reyes Medrano, Tolleson
# Tim Pickering, Fountain Hills	# Shane Dille, Wickenburg
* Lynn Farmer, Gila Bend	Lloyce Robinson, Youngtown
* Joseph Manuel, Gila River Indian	Dale Buskirk for Victor Mendez, ADOT
Community	Mike Ellegood for David Smith,
George Pettit, Gilbert	Maricopa County
* Stephen Cleveland, Goodyear	David Boggs, Valley Metro/RPTA
Mark Johnson, Guadalupe	

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Ed Beasley at 12:03 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Beasley announced that George Hoffman from Apache Junction, Tim Pickering from Fountain Hills, Shane Dille from Wickenburg were attending the meeting via teleconference.

Chair Beasley introduced and welcomed Lloyce Robinson, the new Town Manager for Youngtown, and Jeanine Guy, Buckeye Community Services Director, who is fulfilling Management Committee duties for the Town.

Chair Beasley presented a Resolution of Appreciation to George Pettit for his leadership in helping the region achieve a successful 2005 Census Survey. Mr. Pettit thanked the Committee for honoring him. He stated that it had truly been a team effort and expressed his thanks to MAG staff, Heidi Pahl and Harry Wolfe, for all of their work on the Survey. Mr. Pettit expressed his appreciation for the opportunity to serve.

Chair Beasley noted that MAG staff was available to assist members of the public in turning in their public comment cards, who will bring the cards to him.

Chair Beasley stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

Chair Beasley noted that for agenda item #4I, the rankings of the auxiliary applications by the MAG FTA Elderly and Persons with Disabilities Transportation Committee were at each place.

3. Call to the Audience

Chair Beasley stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Beasley noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Chair Beasley stated that for members of the audience who wish to speak, comment cards were available from the staff. Chair Beasley noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Beasley stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Beasley stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, #4G, #4H, #4I, #4J, and #4K were on the consent agenda. He noted that no public comment cards had been turned in. There were no requests from the Committee to hear an item individually.

Vice Chair Dolan moved to recommend approval of the Consent Agenda. Mr. Ellegood seconded, and the motion carried unanimously.

Dennis Smith offered clarification on the requested action for agenda item #4D. He explained that the agenda item noted that the Avondale pedestrian design project needed to be changed

from an Avondale project to a MAG project in the FY 2007-2011 MAG TIP in order to proceed. Mr. Smith added that this was not reflected in the action, which would be modified as the item goes forward through the MAG committee process.

4A. Approval of July 12, 2006 Meeting Minutes

The Management Committee, by consent, approved the July 12, 2006 meeting minutes.

4B. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2006, to June 30, 2006. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. ADOT received 381 Red Letter notifications in the period from January 1, 2006 to June 30, 2006. In addition to the 125 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 122 notifications. The 122 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right-of-way that would cause concerns. The ADOT Red Letter coordinator also received 52 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 52 telephone, mail, and/or email notifications consisted of 19 notifications on the Estrella Corridor, 303 Loop, 20 on the South Mountain, 202 Loop, and 13 on the I-10 Reliever. This item was on the agenda for information and discussion.

4C. Proposed Amendment to the FY 2007-2011 Transportation Improvement Program (TIP) for Highway and Transit Projects

The Management Committee, by consent, recommended approval of an Amendment and/or Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to add one new Phoenix safety project, deferring and combining three Tempe multi-use path projects and adding several new transit projects, plus making several changes to existing transit projects and arterial life cycle program projects as shown in the attached tables. The FY 2007-2011 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 26, 2006. Since that time, one project has been identified that needs to be added to the TIP, three projects need to be deferred, and several projects need to have the funds adjusted. An Amendment is required to add the new project and an Administrative Adjustment is needed to list the deferrals and the funding changes. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. The Transportation Review Committee recommended approval of the proposed amendment.

4D. Proposed Adjustment to the FY 2007-2011 MAG Transportation Improvement Program and Amendment to the FY 2007 Unified Planning Work Program and Annual Budget

The Management Committee, by consent, recommended approval of an Amendment to the FY 2007 Unified Planning Work Program and Annual Budget to add the Avondale pedestrian design assistance project, to remove the Pave Dirt Road project item from the FY 2007 Unified Planning Work Program and Annual Budget, and to approve an Administrative Adjustment to the FY 2007-2011 MAG Transportation Improvement Program to remove the MAG listed Pave Dirt Road project. On June 28, 2006, the MAG Regional Council approved the closeout of the FFY 2006, which included allocating additional funds for an Avondale pedestrian design project. On July 26, 2006, the Regional Council approved the FY 2007-2011 MAG Transportation Improvement Program (TIP) which authorized the Avondale project. In order for the project to proceed, the project agency must be adjusted in the TIP changing it from an Avondale project to a MAG project, and the project must be amended into the FY 2007 Unified Planning Work Program and Annual Budget. When the FY 2007 Work Program was approved, it contained a Pave Dirt Road project. The Pave Dirt Road project was duplicated in the 2007-2011 TIP as one MAG project and as three jurisdictional projects for Cave Creek, Chandler and Fort McDowell Yavapai Nation. It is proposed to remove the MAG Pave Dirt Road project from the TIP and to amend the FY 2007 Work Program to remove the Pave Dirt Road project.

4E. Amendment of Valley Metro Rail Contract

The Management Committee, by consent, recommended amending the Valley Metro Rail contract to increase the budget by \$15,000 to have the MAG Travel Demand Model consultant from PB Consult participate in the peer review process. The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2006, includes a work element to study the 58-mile light rail system configuration and how it will operate. Valley Metro Rail is responsible for this task. The MAG Travel Demand Model will be used to update the demand projections. A peer review of the model is being conducted in October 2006. Valley Metro Rail is requesting that the consultant who developed substantial parts of the model be involved in the peer review. This consultant would provide advice to Valley Metro Rail and MAG for any model refinements that may be recommended through the peer review process. It is proposed that the Valley Metro Rail contract be increased by \$15,000 to provide funding for the model consultant from PB Consult to participate in the peer review process.

4F. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff will provide member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the second Status Report (covering the period from April to June of 2006) for the ALCP. The Status Report includes an update on ALCP Project work, the FY 2007 ALCP schedule, an ALCP revenue/financial section, and information on the Arterial Intelligent Transportation System (ITS) Program. This item was on the agenda for information and discussion.

4G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2007-2011 MAG Transportation Improvement Program. The proposed amendment includes a new City of Phoenix safety improvement project located on Hatcher Road between 19th Avenue and Cave Creek Road in FY 2007. In addition, the amendment includes a new City of Tempe Western Canal multi-use path project in FY 2007. The amendment includes projects exempt from conformity determinations and minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by September 22, 2006. This item was on the agenda for consultation.

4H. Consultant Selection for the MAG Air Quality Technical Assistance On-Call Services Request for Qualifications

The Management Committee, by consent, recommended approval of the following firms for the Air Quality Technical Assistance On-Call Services for an amount not to exceed \$250,000: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation. The FY 2007 MAG Unified Planning Work Program and Annual Budget includes potential consultant assistance for air quality planning and modeling activities. Consultant services may be needed to assist MAG in the preparation of the Five Percent Plan for PM-10 and Eight-Hour Ozone Plan due to the Environmental Protection Agency in 2007. A request for qualifications was advertised on July 2, 2006 for technical assistance including air quality modeling and the development of regional air quality plans. Twelve proposals were received by the August 1, 2006 deadline. On August 10, 2006, the consensus of the multi-jurisdictional evaluation team was to recommend to MAG that the following firms be qualified for the Air Quality Technical Assistance On-Call Services: E.H. Pechan and Associates be qualified in Air Quality Modeling; ENVIRON be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Statistical Analysis of Data, Remote Sensing, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; Sierra Research be qualified in Analysis of Control Measures, Air Quality Modeling, Implementation of Control Measures, Surveys and Emissions Inventories, Statistical Analysis of Data, Air Quality Plan Preparation, CMAQ Evaluation Methods, and Transportation Conformity; and that Technical & Business Systems be qualified in Analysis of Control Measures, Air Quality Modeling, Air Quality Monitoring and Meteorology, Statistical Analysis of Data, Remote Sensing, and Air Quality Plan Preparation.

4I. Recommendations to the Arizona Department of Transportation for the FTA Elderly and Persons with Disabilities Transportation Program's Auxiliary Applications

The Management Committee, by consent, recommended forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation. In August 2006, the Arizona Department of Transportation notified MAG that additional accessible vans were available to agencies transporting elderly and persons with disabilities. These are in addition to the initial award approved by the MAG Regional Council in April 2006. MAG will accept applications for the vans until September 1, 2006. On September 5, 2006, the MAG FTA Elderly and Persons with Disabilities Transportation Ad Hoc Committee ranked the auxiliary applications for the Federal Transit Administration (FTA) Section 5310 funding.

4J. Request to Support Maintaining Social Service Block Grant Funding

The Management Committee, by consent, recommended approval to request Congress to not support the 19.722 percent proposed cut to the Social Services Block Grant and to maintain the current funding level. In June 2006, the MAG Regional Council approved revised allocation recommendations for locally planned Social Services Block (SSBG) Grant dollars. This was done in response to a request from the Arizona Department of Economic Security to submit a plan that reflected a 19.722 percent cut being proposed at the federal level. The MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee recommended that Congress be requested to maintain SSBG funding at least at the 2006 level.

4K. Proposed Amendment to the FY 2007 Unified Planning Work Program and Annual Budget for the I-8/I-10 Hidden Valley Roadway Framework Study

The Management Committee, by consent, recommended approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to increase the I-8/I-10 Hidden Valley Roadway Framework Study by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000. The Interstates 8 and 10 Hidden Valley Roadway Framework Study will assess the future demands for Interstates 8 and 10 in the western areas of Maricopa and Pinal Counties. An amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget is needed to increase the study budget by \$570,000, with the following agencies contributing to the study: Arizona Department of Transportation, \$100,000; Maricopa County Department of Transportation, \$200,000; Pinal County Public Works Department, \$150,000; Town of Buckeye, \$40,000; City of Goodyear, \$40,000; City of Maricopa, \$40,000. The increase will not require additional funds from MAG, and will be paid by the financial participation of the project partners identified above.

5. 2006 Annual Report on Status of the Implementation of Proposition 400

Roger Herzog, MAG Senior Project Manager, addressed the Committee on the 2006 Annual Report on Status of the Implementation of Proposition 400, which is the second report in this

series. He noted that the annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400, is required by state law. Mr. Herzog stated that state law also requires that a public hearing be held on the annual report. He summarized key findings. Mr. Herzog stated that the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs had been incorporated into the Regional Transportation Plan (RTP). He noted that several studies have been initiated for potential future adjustments to the RTP. These studies include the I-10/Hassayampa Valley Roadway Framework Study, the I-8/I-10 Hidden Valley Roadway Framework Study, and the Commuter Rail Strategic Plan.

Mr. Herzog reported on Revenues from Proposition 400. He said that Fiscal Year 2006 receipts from the sales tax were 11.4 percent higher than the estimate in the 2005 Annual Report. Forecasts of future available regional revenues are largely unchanged from the 2005 Annual Report. Mr. Herzog stated that House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) Account. MAG's share of the available funding will be approximately \$184 million for projects on the State Highway System. Mr. Herzog noted that the Transportation Policy Committee will begin discussing the STAN account at its meeting this month.

Mr. Herzog reported on the FY 2006 Freeway/Highway Life Cycle Program. He said that major progress has been made on finishing the Proposition 300 program with the completion in June of the Santan Freeway and the final Grand Avenue grade separation. Mr. Herzog noted that the Red Mountain Freeway should be completed by mid-2008. He advised that preliminary engineering and environmental analysis are proceeding on Proposition 400 corridors and widenings. Mr. Herzog noted that an I-10 widening project and the Dove Valley traffic interchange on I-17 were accelerated through HELP and GAN loans. He stated that approximately \$58 million was expended on projects in the Proposition 400 freeway/highway program.

Mr. Herzog stated that approximately \$540 million has been programmed for projects scheduled to go to bid for construction in FY 2007. He noted that cost increases for FY 2007-2026 projects, most of which are in the first five years of the plan, total \$252 million. Mr. Herzog stated that estimated future costs of the Freeway/Highway Life Cycle Program are in balance with projected revenues. He noted that revenues exceed costs by approximately \$50 million. Mr. Herzog advised that during the coming fiscal year, significant additional project cost increases may be encountered in the Freeway/Highway Life Cycle Program, as detailed engineering studies are completed.

Mr. Herzog reported on the FY 2006 Arterial Streets Life Cycle Program. He said that the Arterial Street Life Cycle Program was refined and updated during FY 2006. Mr. Herzog noted that more than \$7 million in reimbursements were distributed to local governments and it is anticipated that approximately \$56 million will be distributed in FY 2007. He stated that work is proceeding on a broad range of arterial street projects over the next five years, and added that 52 Arterial Streets projects have been accelerated. Mr. Herzog stated that total estimated future regional reimbursements for projects in the Arterial Street Life Cycle Program are in balance with projected revenues, with revenues exceeding costs by approximately six percent. He advised that given increasing construction costs, concerns are being raised regarding the ability

of jurisdictions to provide full funding for all projects in the program. In addition, the mandatory Federal approval process can be lengthy and may pose schedule risks for projects receiving Federal funds.

Mr. Herzog reported on the FY 2006 Transit Life Cycle Program. He said that the FY 2006-2026 transit program includes 31 Bus Rapid Transit/Express routes, 32 Supergrid routes, and 37.7 miles of extensions to the 20-mile minimum operating segment of the light rail system. Mr. Herzog stated that during FY 2006, funding began for 14 existing Express and four existing RAPID bus routes, ADA paratransit service, and customer service and marketing programs. Also, 62 new coaches and 20 used coaches were purchased. He stated that approximately \$66 million was expended on the Transit Life Cycle Program during FY 2006. Mr. Herzog noted that a broad range of bus planning studies was started to define service concepts in detail and provide improved future cost estimates. During the next five fiscal years, 11 new BRT/Express routes and seven new Super Grid routes will be initiated. In July 2006, service began on the first regionally funded Super Grid route on Scottsdale/Rural Road. Service is also now being provided on rural connector routes. Mr. Herzog stated that construction is continuing on the LRT Minimum Operating Segment (MOS) and service is scheduled to begin in December 2008. He indicated that estimated future costs for the full Transit Life Cycle Program are in balance with projected revenues, and added that recent trends of escalating wages and fuel prices will increase the pressure on balancing bus service operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials are likely to drive up costs for transit capital facilities. Chair Beasley thanked Mr. Herzog for his report and asked members if they had any questions.

Mr. Pettit asked if the forecasted revenue analysis showed the percentage of sales tax coming from construction activities and new development and how does the forecast look for the future. Mr. Herzog replied that the forecasts are done by economic sector. He also said that the slowdown in construction could impact the eleven percent increase realized this year out to the future.

Mr. Ellegood referenced the arterial streets map that was shown during the presentation. He pointed out that all of the arterials stop at Queen Creek. South of Queen Creek is Pinal County, which is growing very quickly, and whose traffic is going into Queen Creek. Mr. Ellegood stated that for the past year, work has been ongoing to find a solution to this issue. He noted that Maricopa County and Queen Creek have done all that they can and have bonded to their limits for street improvements. Mr. Ellegood suggested that the issue is a regional issue that involves Maricopa and Pinal counties and needs to be addressed.

Mr. Fairbanks stated that he was glad to see the Life Cycle analyses showed that there was sufficient revenue to cover costs. He added that in Phoenix, cost increases have exceeded the eleven percent increase in tax receipts. Mr. Fairbanks commented that the program seems in balance because the costs for projects in the future are being held at the stated costs. He stated that even with the increase in sales tax receipts, it will be difficult to complete the program with the cost increases that have occurred over the past two years. Mr. Fairbanks cautioned about spending the small surpluses demonstrated in the analyses because not all of the project costs have been inflated to current costs. Mr. Herzog stated that a cost analysis will be forthcoming



for FY 2007. He said that cost increases were experienced this year, more are expected, and we will have to deal with them. Mr. Fairbanks commented that the costs for recent City of Phoenix street projects doubled because of construction cost increases.

Mr. Smith stated that for the freeway/highway program, all of the revenue was put on the table, including Highway User Revenue Funds. He advised that there are options--the 20-year plan could be a 21- or 22-year plan or we could issue bonds on the money beyond the 20-year plan. Mr. Smith noted a recent Tucson project estimated at \$170 million came in at approximately \$200 million, and ADOT thought it might come in at up to \$250 million.

Mr. Buskirk spoke about the I-10 project Mr. Smith referenced comes to \$226 million because of contingencies. He added that over the past four months, the prices for steel, cement, and PVC have increased ten percent and asphalt 35 percent.

6. Particulate Pollution Update

Lindy Bauer, MAG Environmental Director, stated that the Management Committee was briefed in January 2006 about exceedances of the twenty-four hour PM-10 standard in the region. She noted that because of the exceedances, the region will no longer have the three years of clean data needed to attain the PM-10 standard by 2006. Ms. Bauer stated that MAG is preparing a Five Percent Plan for submission to EPA by December 31, 2007. She said that MAG hosted a workshop in February 2006, where cities shared best practices. Ms. Bauer noted that meetings have taken place with agricultural and rock products representatives and Associated General Contractors so they are aware that a Five Percent Plan needs to be prepared. Ms. Bauer thanked Maricopa County for arranging a workshop in Clark County, Nevada, to learn of the successful air quality program in which Clark County was able to meet the standard.

Ms. Bauer noted upcoming steps that will be taken. She said that Maricopa County will launch a public outreach campaign in November 2006. Ms. Bauer advised that a suggested list of measures for the Five Percent Plan will be presented to the Management Committee in the February/March 2007 timeframe, with commit to implement measures from local governments requested by June 2007. Ms. Bauer commented that these measures could include additional local paving of unpaved roads, access points, dirt shoulders, and unpaved parking lots; stabilizing vacant lots; and sweeping streets with PM-10 certified street sweepers.

Ms. Bauer noted that the region will need to demonstrate three years of clean data at the monitors to attain the standard, or we will need to continue to update and add measures to the five percent reduction plan. She stated that the Maricopa County Air Quality Department gave a presentation in June to the MAG Air Quality Technical Advisory Committee. The presentation included observations by Air Quality Department staff when enforcement teams were sent to the monitors to check the cause of high readings. Ms. Bauer requested that following the presentation today, members go back to their jurisdictions and see if there are any sources similar to the pictures which will be shown that they could have under their control. She introduced Lucinda Swan, Dust Compliance Manager, for the Maricopa County Air Quality Department.

Ms. Swan began her presentation by displaying a graph of the number of days where at least one monitor exceeded the standard for the years 2002 to 2006. She then proceeded to show photographs taken by County Air Quality Department staff of conditions during stagnation and high wind events, of disturbed vacant lots, trackout, and dirt shoulders, and the dust caused by not using water during high wind events. Ms. Swan noted that some of those responsible for these incidents were issued violations.

Mr. Smith asked if high wind events were flagged and if they count. Ms. Swan replied that ADEQ flags high wind events and then presents them to EPA, who makes the decision if they are taken out of the exceedance category. Ms. Swan noted that if Air Quality Department staff see a monitor's readings rising and staying elevated, inspectors are immediately sent out to the monitor. She added that elevated readings are an unusual occurrence if there is no wind.

Ms. Swan stated that during FY 2005-06, more than 5,500 permits were issued. She said that enforcement efforts were ramped up, and the Air Quality Department now has 28 inspectors. Ms. Swan displayed a list of penalties that were collected, including \$850,000 for dust cases.

Mr. Fooks commented that the photographs did not include sand and gravel operations and asked if these operations contributed to the PM-10 problem. Ms. Swan replied that there are some sand and gravel operations located at the river bottom. She said that sometimes the source of dust during some high wind events cannot be attributed to one exact source. Ms. Swan added that staff stay on the roadway when taking the pictures and it is possible that some of the dust in the river bottom pictures was caused by sand and gravel operations.

Ms. Smith asked if the recent monsoon seemed to have made a difference in the amount of dust. Ms. Swan replied that the monsoon has helped. She added that some dirt lots that were stabilized from the rain are now becoming unstabilized because of vehicles driving on them.

Vice Chair Dolan asked if the County's study revealed the problem is dust from a number of different sources. Ms. Swan indicated that when you look at the data, PM-10 has a number of sources—construction, agriculture, roadways, etc. Vice Chair Dolan asked if some sources were higher contributors than others. Ms. Swan stated that the Air Quality Department only looks at sources where they have jurisdiction. For example, the County cannot look at vehicle traffic because that is not where they have jurisdiction.

Vice Chair Dolan asked about going after the true sources and doing something about them. Ms. Bauer responded that it is important to go after the true sources. For that reason, MAG has a PM-10 Source Attribution and Deposition Study underway to study the monitor filters to see how far particulates transport and try to pinpoint the source. Ms. Bauer noted that in addition, the County is working on an emissions inventory, which will be completed the end of September.

Mr. Smith stated that a lot of the exceedances were high wind events. He said that the natural question is why EPA does not discount those events when we live in a desert. Ms. Bauer stated that the SAFETEA-LU bill lists that drought and stagnant events would not be considered as exceptional or natural events, such as those we have experienced. Mr. Smith stated that

someone put this into legislation so if someone wanted to work Congressionally, it could be taken out. He added that it is still a health concern. Ms. Bauer agreed with the comment that the particulate standard is a public health issue. She added that we are sometimes able to flag those high wind events and the data will not be counted against us.

Mr. Fairbanks stated that some particulate pollution results from the tailpipe emissions from older diesel engines, but a larger vehicle-related component is re-entrained dust from cars driving over roads where dust has accumulated. Ms. Bauer replied that Mr. Fairbanks was correct—only 2.1 percent of PM-10 comes from tailpipes.

Vice Chair Dolan stated that all are concerned about health problems resulting from particulates. She asked if the problem was not equalized throughout the County. Ms. Bauer replied that not all of the monitors have the same reading. She advised that after the PM-10 Source Attribution and Deposition Study is completed, we will have a better idea how far the particulates transport. Vice Chair Dolan asked if these two or three monitors shown in the photographs were the prime problems or were just examples. Ms. Bauer replied that the photographs were just examples. She indicated that these types of sources are throughout the Valley and measures need to be implemented throughout the region.

Mr. Fairbanks asked if the violations were at only a few monitors. Ms. Bauer replied that was correct. The West 43rd Avenue and the Durango monitors kept us out of attainment. She added that the Higley, Buckeye, Greenwood, Central Phoenix, and West Phoenix monitors had exceedances.

Mr. Ellegood stated that the 43rd Avenue monitor is the perfect storm—all of the ingredients for a dirty monitor are there. He noted that it is close to the river bed used by off-road vehicles, to the Vulcan sand and gravel operation, to auto junkyards, to Manzanita Speedway, and to unpaved shoulders. He stated that Maricopa County and the City of Phoenix have paved both dirt shoulders. In addition, they worked with the sand and gravel company, which has implemented capital improvements to keep its trackout and dust down. Mr. Ellegood commented strides have been made, but it will be very difficult to control dust in this area.

Vice Chair Dolan asked what is the reality that we will be able to meet the standard at some of these monitors with the uses at those locations? She commented that she was not encouraging Congressional action that could endanger people's health.

Mr. Fairbanks stated that the health impacts are well-documented. He noted that the County and the City of Phoenix have invested millions of general fund dollars into solving this problem. He commented that he did not know if anyone has found a way to fix the problem. Mr. Fairbanks commented that the health issue is proportional to the concentrations. He stated that it will be beneficial to find how far particulates transport. Mr. Fairbanks commented that there is so much dust in some of these areas it may cause health problems and added that we have to find a way to solve it.

Mr. Fooks stated that there was a bill in Congress this year to take out mining and farming from the formula.

Vice Chair Dolan commented that this does not solve health problems. Rather than taking them out of the formula can we take uses out so they are no longer active?

Mr. Fairbanks stated that the County and the City of Phoenix have gone to construction, gravel and cement companies that have parked on dirt lots for decades--50 to 70 years--and are forcing them to pave their lots. He said it was his understanding that with the exception of high wind events, the raw desert does not have violations. Mr. Fairbanks commented that he was glad to hear that Clark County, which is similar to our region, has been able to conquer its dust problems. We need to be committed to fixing it in this region.

Vice Chair Dolan asked what Clark County was doing that we are not. Ms. Bauer replied that in addition to a large budget, Clark County has a massive public education program. She added that the County also has a huge training program for the construction industry and requires on-site certified dust managers to ensure that subcontractors comply with dust control measures. Ms. Bauer stated that enforcement teams are geared geographically so they can be dispatched immediately to monitors to ensure compliance. She also noted that the County has the authority to stabilize vacant lots if the owners do not, and is able to put liens on the properties.

7. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Rumpeltes stated that he chaired the MAG FTA Elderly and Persons with Disabilities Transportation (EPDT) Ad Hoc Committee, which ranked the EPDT Program's Auxiliary Applications. He noted that the deadline for applications was Friday, September 1, 2006. Mr. Rumpeltes expressed his appreciation to Amy St. Peter and her staff, for processing the applications so quickly over the Labor Day weekend and providing them to the Management Committee.

There being no further business, the meeting adjourned at 1:02 p.m.

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Chairman

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Secretary